

ABSTRACT OF THE DISCLOSURE

The ignition timing is sustained at an initial value during a predetermined time beginning at a start of an engine, and is retarded after the predetermined time is elapsed to heat a catalyst at an early time. The predetermined time ends when the negative pressure of an intake pipe or the negative pressure of a brake booster reaches to a predetermined value. That is, the predetermined time is a period, which begins at a start of the engine and ends when a proper negative pressure can be sustained in the brake booster. As a result, it is possible to assure a negative pressure in the brake booster at an early time and to reduce exhaust emission at a start of the engine simultaneously.